



## PROJECT NARRATIVE Site Development Permit - Brown Bear Car Wash

Prepared by:

**Barghausen Consulting Engineers, Inc.**

**November 15, 2019**

Assessor Map:	NE-28-24-6
Tax Lot No.:	8843500440
Zoning District:	Mixed Use
Comprehensive Plan:	Mixed Use
Site Size:	0.42 acres (18,402 square feet)
Address:	55 N.W. Gilman Boulevard
Location:	SEC – N.W. Gilman Boulevard and 1st Avenue N.E. Issaquah, Washington

### 1. Project Overview

The project calls for the construction of a Brown Bear Car Wash consisting of a 2,125-square-foot tunnel wash with equipment room and 27- x 20-foot Auto Sentry canopy structure for unattended, point-of-sale transactions. Additional site improvements will include freestanding and wall signage, asphalt paving and striping, new curb cuts, lot lights, perimeter landscaping, surface parking for five (5) vehicles, utility connections, and a vacuum station. The site is currently vacant after the recent demolition of the automotive service station.

The hours of operation for the car wash will be from 8:00 a.m. to 8:00 p.m. during summer hours and 8:00 a.m. to 7:00 p.m. during winter hours. The car wash will utilize an automatic conveyor system with an on-site attendant to help guide vehicles into the drive-through tunnel. The average wash cycle for the car wash is approximately ninety (90) seconds with the dryers operating for the last thirty (30) seconds of the cycle. From an operations standpoint, the car wash plans for a maximum service rate of 55 vehicles per hour (VPH).

### 2. Access and Circulation

Driveway access is proposed from the access roadway located abutting the north and east property lines of the project site. The access road provides direct access to 1st Avenue N.W. with a right-in/right-out onto Gilman Boulevard. The 1st Avenue N.W. connection also provides indirect access to Rainier Boulevard North to the west and Front Street North via connection to N.W. Holly Street located to the south of the project site. An exit only driveway is proposed onto 1st Avenue N.W. to provide an escape lane for vehicles in the drive-through lane that are not able to enter the car wash.

The car wash building will include a separated drive-through entrance that is accessed within the site upon entering the Auto Sentry on the south side of the car wash. The Auto Sentry will provide two (2) multi-media payment terminals that feature an intuitive user interface designed to create a better customer experience through the transaction process. A total of five (5) parking spaces will be provided with three (3) of the parking spaces designated for the vacuum station.

### 3. Traffic

TENW prepared a memorandum dated November 11, 2019 that documents the trip-generation estimate and queuing analysis based on data collected at a local Brown Bear Car Wash facility located in Sammamish, Washington. The analysis summarized that the two-day average weekday trip generation for the site is 679 trips and Saturday daily trip generation is 526 trips. The maximum queue observed was four (4) vehicles during the weekday and seven (7) vehicles on the weekend. The Preliminary Site Plan is designed to accommodate the anticipated maximum queue on site without creating spillover into the adjacent right-of-way.

### 4. Stormwater Concept

Water conservation and water quality are paramount in the design and operation of the Brown Bear car wash. The carwash facility will utilize a wastewater reclamation system consisting of three (3) 1,500-gallon wastewater reclamation tanks and an 800-gallon oil/water separator. The water reclaim system is designed to minimize the amount of fresh water required for each wash. It will also adequately treat all wastewater before it is discharged into the existing sewer main. Water passes through the water reclamation system to eliminate heavy materials; overflow and rinse water is routed through the oil/water separator before being discharged. This system is anticipated to provide adequate source control measures and protect stormwater runoff from pollutants.

The developed site hydrology will consist of a newly-graded site that will drain stormwater runoff into catch basins located onsite. Once collected within the catch basins, stormwater will be conveyed to a detention vault to meet flow control standards. Detained runoff will then be conveyed to an oil water separator followed by Bio Clean modular wetland facility to provide enhanced treatment. Due to the shallow depths of the existing public drainage system, detained and treated runoff must be pumped to a catch basin located on site and then discharged via gravity to the public stormwater system.

### 5. Architectural Design

The project site is located outside of the Central Issaquah Plan Area. The car wash building will feature concrete walls with blue, metal fascia and stone veneer along the foundation of the building. A tower element with a sheet metal, pitched roof will be incorporated on the east side of the building. The majority of the roofline will be flat and treated with a cornice across all sides of the building. The west façade of the building will incorporate window glazing with direct views into the car wash tunnel. The primary colors of the car wash building and canopy will include blue, white, and green striping. The Auto Sentry canopy will consist of metal fascia that is compatible with the architectural concept of the car wash building.

### 6. Sustainable Development

Pursuant to the City's handout on the vision for sustainable development, the project addresses the following sustainability criteria:

Standard	Requirement	Response
Site Management	Incorporate Low Impact Development (LID) strategies early in the design process to mimic pre-disturbance hydrologic processes.	LID measures are not feasible for the site because the site is located within the critical aquifer recharge area.
Water Efficiency	Use water more efficiently in buildings and landscaping.	Water is recycled in the automated car wash using 3 reclaim tanks.  The landscape plan includes only low water use plants.

Transportation	Design for pedestrian and bike friendly neighborhoods: bike facilities (racks, showers), rideshare parking preferences and hardwire outlets for electric vehicles.	The project includes the construction of a sidewalk along the western property line on 1st Avenue N.W. The sidewalk provides bicycle and pedestrian access to the site.
Waste Reduction	Divert at least 90 percent of construction related debris through reuse and recycling	The project will implement best management practices for construction and will divert construction-related debris to recycling services.

While the project will not include green buildings, the project does incorporate elements of the City's vision of sustainability.

## 7. Purpose of Request

### Site Development Permit

Pursuant to Issaquah Municipal Code Section 18.04.220, a Site Development Permit shall be approved if the following findings are made:

1. *The development proposal is consistent with the Comprehensive Plan.*

**Response:** The project adheres to the following applicable Comprehensive Plan policies:

Standard	Requirement	Response
Land Use	Ensure that all development is consistent with the City's vision through the implementation of the Land Use Code, critical areas regulations and other development regulations.	The site is located in the Mixed Use zone and permits auto washing services.  The site is in compliance with the applicable development regulations as described in the table below.
Land Use	Maintain development regulations that promote compatibility between uses	The site was previously used as a gas station and convenience store. The existing site is immediately surrounded by retail uses, including a gas station to the east and to the north, an automotive service use to the south, and a veterinary clinic and drive-through coffee stand to the west. The project proposes an automated car wash and is compatible with the surrounding automotive-related retail uses.
Housing	Provide for and maintain the distinct characteristics and scale of existing traditional, suburban, and mixed use neighborhoods including the Urban Villages. Ensure neighborhood compatibility of infill development and redevelopment	The car wash will incorporate a tower structure along the roofline. The tower and roofline will provide a cornice. The car wash includes articulation features on the east façade for the office/utility rooms. The car wash includes large windows along the west façade for the washing tunnel.

Transportation	Require that all streets be Complete Streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities.	The project scope includes a new sidewalk along the western property line on 1st Avenue Northwest in accordance with City standards.
Utility and Public Service	Determine utility infrastructure necessary for a given development concurrently with site plan entitlement.	<p>The site is located on a developed parcel and existing utility connections are available.</p> <p>The project proposes to connect to the existing sanitary sewer main with a new 6-inch sanitary sewer stub. The existing 1-inch water meter will be converted for irrigation purposes. The project will require a new 1.5-inch meter to serve the car wash, which will connect to an existing main from either 1st Ave. N.W. or the access road to the north.</p>
Economic Vitality	Encourage clusters of complementary businesses.	The project is an automotive retail use. The site is surrounded by automotive related retail uses, including a drive-through coffee stand, two (2) gas stations, a tire center, and an automotive servicing use.
Cultural Element	Promote and preserve patronage of Issaquah's artistic, cultural and historical programs and venues to residents and visitors.	The project does not include impacts to the City's local artistic, cultural or historical landmarks.
Human Services	Address the needs of people with disabilities, including provision of housing, services, and transportation to allow these individuals to live as independently as possible.	The project site is designed to be compliant with accessibility requirements as required in the adopted building code.

2. *The development proposal meets all applicable codes, rules, regulations, and policies.*

**Response:** The Code permits car washes within the Mixed-Use zone with a level 2 decision. The project adheres to the following applicable design requirements:

Standard	Requirement	Response
Front Setback	10 feet	The site meets setback requirements.
Side Setback	None	The site meets setback requirements.
Rear Setback	None	The site meets setback requirements.
Impervious Surface	90%	The project proposes 71 percent impervious surface.

Parking	1 parking stall per employee at the maximum shift.	Site provides five (5) parking stalls, including three (3) designated parking stalls for self-serve vacuum services.
Stacking	6 stacking spaces	The site meets and exceeds the minimum stacking requirements.
Landscaping	<p>18 square feet per parking stall.</p> <p>10 percent of the overall site area.</p> <p>10 foot landscape setback along the front property line.</p>	<p>The site provides 1,325 square feet of interior parking lot landscaping. The site requires a minimum interior parking lot landscape area of 90 square feet (18 x 5 = 90 square feet).</p> <p>The overall site requires 1,840 square feet of landscaping. The site provides 5,270 square feet and exceeds landscaping standards.</p> <p>The site provides a minimum 10-foot buffer along 1st Avenue N.W.</p>
Architectural Design	<p>Façade should be broken up with a variety of colors and materials. Blank walls are discouraged and should be avoided using windows, trellises, and wall articulation.</p> <p>Bright colors are permitted as accent colors.</p>	<p>The car wash utilizes natural-looking stone veneer at the foundation with finished concrete walls. The car wash includes a tower feature with metal roofing.</p> <p>The car wash utilizes earth tones in the stone veneer. The white concrete walls are a neutral color. The car wash incorporates Brown Bear's signature accent colors of blue and green near the rooflines.</p>
Wall Signage	<p><u>Maximum Size</u> Primary sign maximum area standards are regulated based on the Table presented in IMC 18.11.100. Secondary signs are limited to 5% of the façade area or a maximum of 30 sq. ft.</p> <p><u>Number of Signs</u> Each individual business establishment may have a maximum of one (1) primary sign, which is a sign on the primary frontage of the building, and one (1) secondary sign on the secondary frontage of the building.</p>	<p>The east façade is considered the primary frontage for the purposes of applying the sign standards. The east façade is allowed a primary sign up to 100 sq. ft. based on the Table in IMC 18.11.100. The project proposes one (1) combination wall sign that consists of the Brown Bear logo and text for a total area of approximately 86 square feet. The primary signage meets the maximum area calculations. The project requests that the City consider the combination of the corporate logo and text to be a single sign measured using the smallest rectangular area surrounding each portion of sign.</p> <p>Additional Brown Bear logos (14 square feet) are provided on the south, west, and north elevations of the car wash building. The Auto Sentry also provides the Brown Bear logo on the north and south elevations of the canopy. It is understood that a separate Sign Permit will be required to review and permit wall signage for the site.</p>

Lighting	Exterior lighting for non-residential uses shall not exceed 5 footcandles. Maximum light spillover is .8 footcandles in the Mixed Use zone.  Alternative Maximum Exterior Lighting Levels: Activity Areas: 10 FC Fueling Canopy Areas: 20 FC	A Photometric Plan prepared by LSI is enclosed for review. Based on the code, it appears there are exceptions to the maximum illumination standards for outdoor activity areas and fueling canopies. The Photometric Plan treats the Auto Sentry canopy as a fueling canopy with a max of 20 FC and considers all paved site areas to be considered "activity areas" at 10 FC max. We request staff to review and comment on any required revisions.
Trash and Recycling Enclosure	Enclosure shall include a roof and drain to the sanitary sewer.	The trash and recycling enclosure is equipped with a roof and complies with drainage requirements.

3. *The development proposal satisfies the elements of the Design Criteria Checklist.*

**Response:** Please see the above table. Applicable development regulations from Issaquah Municipal Code Chapter 18.07 and the project is in conformance with the City's design requirements.

## 8. Responses to Pre-Application Meeting

A pre-application meeting for the project occurred on July 19, 2019. The following action items were noted as requiring a response prior to the submittal of land use permits.

### **FIRE COMMENTS:**

*[Mark Lawrence]*

1. *No additional hydrants are needed at this time.*

**Response:** Noted.

2. *At the moment, fire flow is adequate.*

**Response:** Noted.

3. *Based on the information provided, sprinklers or special alarm systems are required.*

**Response:** Further clarification is requested on the fire sprinkler and special alarm system requirements. The requirement for an automatic fire sprinkler system and alarm system is not anticipated for the project at this time with reference to the 2015 IFC.

### **BUILDING COMMENTS:**

*[James Gray]*

1. *Applicable codes here are the 2015 International series of codes, along with the Uniform Plumbing Code and the National Electrical Code. Also - The Washington State Energy Code. We also have amendment to those, that being the State of Washington, City of Issaquah, and the City of Bellevue.*

**Response:** Noted.

2. *Restroom requirements are specified in the International Building Code (IBC) Chapter 29.*

**Response:** A public restroom is provided and will meet accessibility requirements.

3. *Accessibility requirements are varied; both for the building and the site. See IBC Chapter 11 and 2009 ANSI A117.1 for complete details.*

**Response:** The site is in compliance with IBC Chapter 11 and the 2009 ANSI. An accessible pathway and parking is provided throughout the site. An accessible restroom will be provided.

4. *An oil/water separate will be required for the building. A separate permit is not required, but all information needs to be submitted with the building permit.*

**Response:** An oil/water separator is proposed. Please see the enclosed civil plans for further detail.

5. *Building permits can be submitted and reviewed concurrently with a land use permit, but is not recommended. A building permit submittal must include mechanical, plumbing, accessibility, architectural, structural, and electrical. Electrical review and inspection and conducted by the State Labor & Industries offices.*

**Response:** Noted. At this time, a land use application will be submitted to the City's Planning Division for review. A building permit will not be submitted until the land use permit is approved.

**STREET IMPROVEMENT COMMENTS:**

*[Chasen Simpson]*

1. *The subject site is surrounded by three (3) rights-of-way and two of them will be treated like alleys. City staff would like to better understand the traffic demand and are requesting the applicant to provide anticipated daily vehicular trips based on existing car wash facilities with similar attributes throughout the Puget Sound area. We would also like queuing information during peak hours.*

**Response:** Please refer to the Trip Generation and Queue Analysis prepared by TENW dated November 11, 2019 that documents the trip-generation estimate and queuing analysis based on data collected at a local Brown Bear Car Wash facility located in Sammamish, Washington.

2. *All vehicle stacking must occur on-site and may not overflow into the rights-of-way. The applicant shall design queuing to support peak use that does not interfere with vehicular travel within the right of way.*

**Response:** Please refer to the enclosed Preliminary Site Plan. City Code requires a minimum of six (6) stacking spaces for the site. The project provides at least eight (8) stacking spaces with two (2) of the stacking spaces located between the car wash entrance and the Auto Sentry canopy and six (6) stacking spaces provided collectively at or behind the Auto Sentry canopy. Additional queuing beyond the six (6) stacking spaces is available on site with the temporary closure of the southernmost driveway entrance during periods when customer volumes exceed typical peak demand.

3. *Frontage improvements are required for the project, but are still being evaluated by the City due to the parcel line discrepancy. At the moment, the applicant will be responsible for road improvements along all three (3) frontages. Road improvements along 1st Avenue NW shall include, but are not limited to extending the sidewalk, adding crosswalk stripping, and ADA ramps. Curb must be installed along 1st Place NW to match the existing conditions to the south of the parcel.*

**Response:** Frontage improvements on 1st Avenue N.W. have been included on the plans as described above. Please see the enclosed title report and survey for clarification of the property boundary lines along the southwest portion of the property.

4. *Any layout that does not meet the City's Street Standards requires a Deviation of Standards. This process is described in the City's Street Standards.*

**Response:** Noted.

**ENGINEERING COMMENTS:**

*[Denise Pirollo]*

1. *The King County quarter section map shows the west property further east into the site. If this is correct the conceptual site plan shows the right-of-way as part of the project site. Please confirm the property boundary. This discrepancy must be resolved prior to submittal of a land use or construction permits. If a right-of-way vacation is needed, please reach out to Denise.*

**Response:** Please see the enclosed title report and ALTA survey. The property boundary does not interfere with the current site plan and a right-of-way vacation is not necessary.

2. *The project may use the existing 1-inch water meter.*

**Response:** The existing 1-inch meter will service the site's landscaping irrigation.

3. *The existing side sewer must either be abandoned or removed depending on the extend of contamination.*

**Response:** A new side sewer has been proposed. Please see the enclosed utility plan.

4. *All electricity service to the site must be undergrounded.*

**Response:** Noted. Electrical service to the site will be served through underground connections.

5. *Please confirm if the driveway to the north is a one-way or two-way driveway. If the driveway will be used for two-way traffic there is a circulation conflict with vehicles turning in and out of the site.*

**Response:** The north driveway is proposed as a two-way, full-access driveway.

**PUBLIC WORKS OPERATIONS COMMENTS:**

*[Ron Blaskovich]*

1. *The water meter box and lid shall be upgraded to the latest City Standards.*

**Response:** Noted.

2. *No connection shall be made before RPBA on exiting meter. City does not allow deduct meters Irrigation can come off domestic meter line but will be charged a sewer fee. Separate irrigation meter would allow for reduced sewer fee.*

**Response:** Noted. The project proposes a separate domestic and irrigation tap at the main.

3. *If installing RPBA outdoors provide adequate freeze protection. Consider moving device instead building at first wall penetration. Backflow prevention devices need separate permit, separate building or plumbing permit. Call Water Quality for Rough-In inspection at 425-837-3470 with questions. Schedule inspection online at MyBuildingPermit.com. Multiple backflow devices can be on one permit.*



**Response:** The proposed RPBA calls out for electrical heating requirements.

4. *City records show a private 12" concrete pipe and catch basin within the vicinity of the northern property line. Please show and call-out to be abandoned and plugged at City catch basin.*

**Response:** The 12-inch concrete pipe and catch basin will be abandoned and plugged at City catch basin.

**STORM WATER COMMENTS:**

*[Stacey Rush]*

1. *Compliance with 2014 Ecology Storm Water Management Manual for Western WA and 2017 Issaquah Addendum to the City adopted storm design manual is required. This includes, but is not limited to submittal of the following construction permits:*
  - a. *Storm Drainage Technical Information Report (addressing minimum requirements)*
  - b. *Temporary Erosion and Sediment Control Plan (within the plan-set)*
  - c. *Construction Storm Water Pollution Prevention Plan Report (TESC & SWPPP)**Note: 2014 Ecology Storm Design Manual is required for all projects after January 2017. This project does not have land use vesting to previous 2009 KCSWDM. SEPA does not vest a project for stormwater requirements.*

**Response:** Noted. A Stormwater Technical Information Report (TIR) and SEPA Checklist are included with the land use application for review. The TESC and SWPPP will be provided at construction permitting.

2. *Enhanced Water Quality Treatment is required. The proposed Contech Storm Filter provides only Basic Water Quality Treatment.*

**Response:** The project proposes a Bio Clean Modular Wetland facility. This device is approved to provide enhanced water quality treatment.

3. *The proposed Infiltration Gallery for storm runoff from this site is not allowed for commercial sites within CARA Class 1 Zone and Sammamish Plateau Water District's (SPWD) this site.*

**Response:** The project no longer proposes infiltration of stormwater runoff.

4. *Submittal of a Hazardous Material Construction Inventory List is required for construction permits.*

**Response:** Noted.

**PLANNING COMMENTS:**

*[Valerie Porter]*

1. *Since the scope of work for removing contaminated soils on-site has changed, please provide a phasing plan identifying the construction of the car wash, installation of remediation equipment, and frontage improvements.*

**Response:** Please refer to the enclosed Remediation/Mitigation Status Report prepared by Aspect Consulting, LLC dated November 5, 2019.

2. *Below shows the permits that are required for the project. The Site Development Permit and the SEPA review will be processed concurrently, but need to be applied for through MyBuildingPermit.com separately. Please see the City's website for submittal requirements.*

**Response:** Noted.

3. *The Site Development Permit must go before the Development Commission. The average time to process a Site Development Permit is 3-5 months.*

**Response:** Noted.

4. *Please identify how Recology will pick up waste containers for the site.*

**Response:** The Route Manager with Recology confirmed that the trash enclosure is adequate for 2 to 4 yard dumpsters, including a container for recycling. The enclosure is designed to accommodate both frontload and roll-out service from the adjacent alley. A copy of the email correspondence with Recology is enclosed for your reference.

5. *Per IMC 18.09.050, a car wash must provide a minimum of six (6) stacking spaces per drive-through plus 1 parking stall per employee at maximum shift. Vehicle stacking will be measured from the auto sentry canopy.*

**Response:** Please see the enclosed Preliminary Site Plan. The project provides eight (8) stacking spaces with two (2) of the stacking spaces located between the car wash entrance and the auto sentry canopy and six (6) stacking spaces provided collectively at or behind the auto sentry canopy. Additional stacking is available with the temporary closure of the southernmost driveway entrance during periods of high volumes that exceed typical demand.

6. *The project will be subject to the following impact fees: traffic, parks, fire, police, general government, and bicycle & pedestrian.*

**Response:** Noted.

7. *The site plan does not show any on-site lighting. Lighting information must be provided with the land use permit. Please see IMC 18.07 for outdoor lighting standards.*

**Response:** Please see the enclosed Photometric Plan.

8. *The project site must meet the minimum tree density requirement listed in IMC 18.12.1370. This will be reviewed during the land use process.*

**Response:** The site requires four (4) trees per 5,000 square feet of developable area in accordance with IMC 18.12.1370. The site requires fifteen (15) trees based on 18,402 square feet of developable area. The project proposes the installation of 16 trees and exceeds the minimum tree density requirement.

9. *Landscaping along the frontage and perimeter must be a Type 3 landscape. Please see IMC 18.12 for details. This will be reviewed during the land use process.*

**Response:** Please see the enclosed Preliminary Landscape Plan. Trees are provided along the perimeter and are planted every 20 feet on center and shrubs are planted in accordance with Table 18.12.070(B)(3). Perimeter landscaping is provided as required along 1st Avenue NW.

10. *Signage will require a separate sign permit.*

**Response:** Noted.